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CENTRAL INTELLIGENCE AGENCY

REPORT NO

INFORMATION REPORT

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COUNTRY

Germany (Russian Zone)

DATE DISTR.

9 March 1951

SUBJECT

Elbe Shipyard in Boisenburg

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- There were 2,000 workers and employees at the Filbe Shipyard in Reizenburg (53022:1/10045:E) in July 1950. Technical manager Eng. Nugo Frantz was arrested twice by the Sevicts, but had to be released in each case, since the shippard could not operate without him.
- 2. Drifter to 33 was under construction in July 1950. Her keel was laid on 15 May 1950 and she was to be ready for delivery on 1 October 1950. *
- 3. Drifters No 1 and 2, which were ready for operation and afloat in the summer of 1040, were again unrigged and towed to Wolgast (5400311/130461E) on inland waterways of the Soviet Zone of Germany. The personnel of the yard were told that, due to the political situation, the vessels could not be taken down the Elbo River via Hamburg to the Soviet Zone ports. All drifters built later were taken to Tolgast on Soviet Lone waterways. Only the hulls, including the bulkhoads, decks and bulwarks, were launched from the labe Shipyard, while the deckhouses, masts, winches, anchors, etc., were sent to Wolfast by barge. Specialists of the libe Shippard were sent to Wolgast to install the engines.
- h. The steel plates for drifters have arrived from the U.S.S.R. and Foland since May 1950. Angle iron and rolled sections were outstanding bottlenecks. Anchors and not winches have been manufactured in several Soviet Cone plants for some months, and are no longer made in the yard itself. **
- 5. Wight out of the total of 38 drifters built in the albe Yard were equipped with 100-HP engines of Italian origin. All the other drifters got 300-HP engines from the Molf-Buckau Machine Factory near Magdeburg.
- 6. In 1949, two tank vessels for inland navigation, each with a dead-weight capacity of 750 metric tons, were built in the Albe Shipyard in Boizenburg. Each of the two vessels was equi ped with two 300-H. Wolf-Duckau diesel engines. The two tambers have been in operation since July 1949 and are said to have been most successful, especially in upstream work. After the Celivery of Drifter No 38 this type of tanker was to be produced in series. ***

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Comment. The Elbe Werke in Rosslau (51°53'1/12°15'E) may be considered the most important sub-contractors for winches and other accessories. The building time for the drifters was reduced gradually with each new vessel. Whereas the construction of the first drifter required 20,000 man-hours, the building time for Drifter No 7 could be reduced to 160,000 man-hours. The goal to be reached was 90,000 man-hours for the construction of a drifter.

The Italian diesels were probably made by Fiat.

The 1950 building program provided for production of 21

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drifters.

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